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GENERAL NEWS

Considerable reduction in wages will be made in the new scale which is to govern the employes of the Edgar Thompson plant of the Carnegie Steel company at Braddock. The scale which expires at the end of this year, went into force three years ago. During that time many wage changes have been made in similar mills throughout the country. It will be necessary for the Carnegie company to meet these reductions in the new scale. The latter is not being made on account of any trouble among American steel rail man ufacturers, nor because of any danger of their losing South American trade, as has been claimed. The South American steel rail market is monopolized by German, Belgian and a few English manufacturers. The new Brad-dock scale has not yet been formulated. The Carnegie company officials expect to make only such reductions as are necessary on account of competithe steel rail mill business, because the rail manufacturers are all members of a pool which sells rails at \$24 a ton. The pooling agreement was entered into the first of this year. It ends Dec. 31 and a new deal will probably be made at that time. A prominent member of the Carnegie company is authority for the statement that American rail manufacturers are well satisfied with the pooling arrangement. It is also stated that whatever reductions are made in the Braddock scale should be attributed largely to the Democratic tariff which has caused such general depression in the wages of iron and steel workers. The Braddock scale will naturally share the de-

The anthracite coal trade shows a slightly improved tone, which the Stockholder thinks is due to cooler weather, which has resulted in a better demand from consumers. The local movement from the retail and wholesale yards to the coal bin is larger now than many weeks past, and several eases are known where retail dealers have been compelled to secure additional carts to supply the demand. Most of the producing companies are "standing up" to the May circular. and consequently, are selling no coal, but others are still cutting about 25 cents a ton; while individual operators are said to be doing even worse. As all companies have more or less old orders on their books, shipments seem to be fairly active, especially of chestnut and stove, but little new business is reported. The opinion prevails that the market from now on will be regulated by the thermometer. So much coal has been sold ahead at low prices that the companies will reap little immediate advantage from their firmness in the matter of prices and their determination to restrict production, which is being strictly observed. The output in September was 3,100,000 tons.

According to the Lebanon News Superintendent David Snyder, who has taken charge of the Colebrook furnaces for the Lackawanna Iron and Steel company, is having the lining of No. 2 furnace removed, preparatory to re-placing it with a new one. The capacity of the furnace will also be in-creased by strengthening lining and raising the furnace from eighty to 100 feet high. This will increase its capacity from seventy-five to 150 tons daily. The stone stack will be torn away and replaced with an iron one will be higher than the old one. The hoisting machine will be constructed of iron so as to facilitate the handling of ore, coal and stone. It is also contemplated to re-build furnace No. 1, at the proper time, and to remove the engine and machinery of the two Cornwall anthracite furnaces to Colebrook and to build No. 3 at that point. Colonel Hammond has been requested to ascertain the cost of the removal of the plant from Cornwall and putting up another furnece, which it is estimated will cost \$150. 000. The gas roasters at Cornwall an thracite furnaces have been closed, but those operated by coal still continue roasting Cornwall ore for Scranton.

The Lehigh Valley employes in the shops were given a complete surprise Monday evening, when the whistle was blown at 5 o'clock to quit work. The men did not receive any previous notice whatever and many did not know the meaning of the order. They asked the foremen to explain, but all they could tell was that it meant This gives the men but nine hours of work a day. The men have been working only four and five days a week for some time.

The coal tonnage transported over the Reading railroad during the week ended October 6, aggregated 235,176 tons, a decrease, as compared with the same week last year, of 82,851 tons. For the year to date the tonnage amounted to 10,059,095 tons, a decrease as compared the corresponding period last year of 897,193 tons.

An acre of ground has been pur-chased of Geist, Eck & Egolf along the Philadelphia railroad, in the Sixth ward of Pottstown, for the erection of a new machine shop. The proprietors will be Messra. John R. Saylor and Richard Stillman of Philadelphia, employes of the Baldwin Locomotive works. The new industry will be in operation in a month.

Every one of the various industries at Royersford are now in operation. At Spring City all are running except the paper mill and bloom works. The Spring City Glass works started up yesterday morning on full time.

The revival of business in the vicinity of Lebanon is shown by the resumption of the Sunbeam Publishing company, of Annville, which will start up on Friday with 150 employes. The The North Lebanon Shoe factory has applied for a charter and will soon begin operations with 200 hands.

MINOR INDUSTRIAL NOTES:

E. A. White, general passenger agent of the Mexican Central, has resigned. The stockholders of the Cleveland, Chi-cago, Cincinnati and St. Louis, will hold their annual meeting in Cincinnati Oct. 31. Over 30,000 tons of coal were sent down the main line of the Philadelphia and Read-ing railroad from Palo Alto and Cressona Wednesday.

It is stated that ex-President Rheinhart, of the Santa Fe, has already been offered the presidency of another important rail-road system.

Next week President Roberts and party will start on their annual inspection of the lines of the Pennsylvania system east and west of Pittsburg.

In the week ended Oct. 6 the Big Four handled on its system a daily average of 5,170 leaded cars, making it the busiest week of the last two years.

The latest compiled statistics show that

in the world there are 400.416 miles of railway main line, and that 177,000 of this mileage is in the United States, or 4% per

The Big Four earned in September \$1,205,640, a decrease as compared with gross earnings of September, 1893, of \$32,-756. An increase in freight earnings is shown and a decrease in passenger earnings.

The earnings of the Chicago, Milwaukee and St. Paul road for the first week in Oc-tober were \$667,301, a decrease of \$164,564 compared with the corresponding week of

There were received and forwarded at Indianapolis over the fifteen lines, in Sep-tember, a total of 94,724 cars, 75,250 being loaded, against a total in September, 1893, of 84,145, of which 66,004 were loaded; increase this year, 9,254. In 1892 the Pennsylvania lines, at their city freight depots in Indianapolis, haudled 52,206,515 pounds of freight, representing 4,400 cars; in 1893 they handled 50,048,390 pounds, representing 3,809 cars; in 1894 51,210,685 pounds, representing 4,461 cars.

It is reported at Panama that Americans have regained control of the Panama rail-road; that George J. Gould will be its new president, and that Colonel Rives, the present superintendent of the road, will ontor the service of the canal company as engineer.

engineer. engineer.

The contest for the presidency of the Philadelphia and Reading is becoming quite sharp. Isaac L. Rice, who some months ago announced himself as a candidate, claims his chances are good, while the friends of John Wanamaker are making an active canvass for the latter.

FINANCIAL AND COMMERCIAL.

Stocks and Bonds.

NEW YORK, Oct. 11,-London was re sponsible for the strong opening at local stock exchange this morning, the foreigners having turned purchasers of Louisville and Nashville, St. Paul and others of their favorites. This led to a rise of 1/4 to 1 per and Nashville, St. Paul and others of their favorites. This led to a rise of ½ to 1 per cent. Americah Sugar, Louisville and Nashville, St. Paul, Manhattan and Missouri Pacific were all prominent in this time. The improvement was followed by a selling movement in the Grangers, General Electric, Manhattan and the Cordage stocks. The pressure resulted in a decline of ½ to 60% in St. Paul, ½ to 58% in Rock Island and ½ to 71% in Burlington and Quincy, General Electric was sold down to 36% by a well known trader, Manhattan was forced down 134 to 112 but closed at 112%. In the Cordage stocks continued early in the day, and the common fell to 10 and the preferred to 19. Toward the close a firmer tene prevailed, owing to the somewhat weaker condition of stering exchange. The improvements was pronounced in Sugar, Louisville and Nashville, sending, the Grangers and Missouri Pacific. The loan crowd indicates that the market is again heavily over sold, St. Paul having commanded a premium of 128 per cent. per diem. At the close speculation left off firm.

Net changes show a gain of ½ to 1½ per cent. Louisville and Nashvilla leading

left off firm.

Not changes show a gain of 3% to 1% per ceat., Louisville and Nashville leading. Burington and Quincy, General Electric, Western Union, Manhattan and State Gas, however, declined 3% to 3% per cent. United States cord gained 3% per cent. Total sales were 151,086 shares. Business was better distributed to the past, Sugar having figured for only 34,000 shares against an average of over 70,000 shares for the past three days.

The range of today's prices for the ac-

The range of today's prices for the active stocks of the New York stock market are given below. The quotations are furnished THE TRIBUNE by G. du B. Dimmick, manager of William Linn Allen & Co., stock brokers, 412 Spruce street, Scranton:

Open- ing.	High-	Low-	Clos-
Am. Cot. Oil 31	31	3016	3114
Am Sugar 8234	8444	8287	8394
A. T. & S. F 516	596	514	516
Can. So	5034	5034 1854	19
Chie, Gas 7414	7436	7334	7434
Chie & N. W 10514	1031.	10236	103
C., B. & Q 721/4	7234	7176	7254
C., C. C. & St. L 30 C. M. & St. Paul 0034	61	6044	0026
Chicago, R. I. & Pac. 50	5044	5816	50/96
D. & H 13354	13296	13356	13396
D., L. & W	****	****	
D. & C. F 914	956	9	95
G. E. Co 3734 Ills. Cent	3734	3716	87
Lake Shore	****	****	****
L. & N 5334	5336	5314	5436
Manhattan11314	11354	112	1113
Mich. Cent 2734	2814	2796	28
Mo. Pac	13	10	13
Nat. Lead 50	3914	3834	39
New Jersey Centlli	111	111	111
N. Y. Central 9934 N. Y. & N. E 30	9914	99	99
	30%	30	3014
N. Y. S. & W 15	15	15	15
N. Y., S. & W., pr., 4416	4436	4486	4436
North Pac	2222	2111	****
North Pac. pr 1776	1776	1796	1744
O. & W	1886	1736	16% 18%
Rich & W. P 17%	1796	714	179
T., C. & L	****	****	****
Texas Pac 916	974	934	944
Union Pacific 121/8	1234	123/2	1234
Wabash pr 14	14	14	14
Western Union 8834	8816	8796	8734
R. M	****	****	****
B S. G	₽7	45	26
A, M. T	****	****	****
CHICAGO BOARD OF			
	1- High		Clos-
ing.	est.	est.	ing.

May 7384 Dec 2014 Oct 2886 CORN. May 5014 5016 Dec. 4834 4836 Oct. 6014 5014

New York Produce Market.

New York Produce Market.

New York, Oct. 11. — FLOUR—Weak, freely offered.

WHEAT—Fairly active. firmer. No. 2 red, store and elevator, 55c. for old, 56%c. for new, afloat, 56%c.; February, 55%c. for old, 57%c. for new; ungrated, 50a57c.; No. 1 northeastern, 65c. Options were fairly active and %a%c. lower on local liquidation; weak west and easier cables, December going %c below present record; December and May most active. Sales included No. 2 red November at 55%c.; December, 56%ca67%c.; May, 61%c.

CORN—Dull, lower with options, closing firm; No. 2, 56%c.; elevator, 56%c. afloat; options were dull and weak at %a%c. decline following the west and longs realizing. December, 55%c.; May, 53%c.; Cars—Fairly active, lower; options dull; weaker; October, 31%c.; November, 32%c.; December, 35%c.; No. 2 white, 0ctober, 35%c.; November, 36c.; spot prices—No. 2, 31%a32c.; No. 2 white, 35c.; No. 2 white, 35c.; No. 2 Chicago, 32%a33c.; No. 3, 31c.; No. 3 white, 35c.; mixed western, \$2a33c.; white do., 36a40c.; white state, 36a40.

BEEF—Dull.

BEEF—Dull.

BEEF—Dull.

LARD—Quiet, steady; western steam, \$8.00; city, \$73.8a7.12; Oct., \$8.00; Jnn.

LARD—Quiet, steady; western steam, \$8.00; city, \$73.5a7.12; Oct., \$8.00; Jan. \$7.80; refined, dull; continental, \$8.49a 8.70; compound, 613/a633/. PORK—Fair demand; firm; mess, \$14.75

Philadelphia Tallow Market. PHILADELPHIA, Oct. 11.—Tallow is dull and weak. We quote: city, prime, in hogsheads, 4%c.; country, prime, in barrels, 4%c.; country dark, in barrels, 4%c.; cakes, 5c.; grease, 4c.

1.—Tallow is dull increased. You canhousheads, 4%c.; country dark, in barrels, the barrels, the

The world is always interested in the cure of consumption; yet its prevention is of far more importance. Dr. Wood's Norway Pine Syrup is guaranteed to cure coughs and colds. Sold by all dealers on a guarantee of satisfaction.

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The Best Told Local News.

The Best Told Telegraphic News. The Best Selection of Miscellany. Large Medium and The Best London Letter. The Best Editorials; in short the Choice Timothy and

BEST PAPER

Let us name to HUNT & CONNELL CO. you briefly some of the special articles that are to be in Saturday's Tribune: Miss Kaiser will have another charming letter, narrating a most pathetic incident during one of concerts Wales; Physical Director Weston will contribute a column article on Sandow, NEW YORK, Oct. 11. - FLOUR-Weak, thestrong man whose wonderful feats in this city last week astonished the entire margin. neighborhood; there will be an interesting scientific article by Professor Martin Joyce putting astro- MT. PLEASANT nomical truths in a clear light; the appalling revelations of the Lexow com-Pork—Fair demand; firm; mess, \$14.75
a15.50; extra prime, \$14.

BUTTER—Fancy, better demand, steady; state dairy, 14a23c.; do. creamery, 18a24c.; Pennsylvania do., 18a24c.; western dairy, 13a16c.; do. creamery, 15a24c.; do. factory, 12a15c; elgins, 24ac; imitation creamery, 14a1845c.; June creamery, 18a29c.; do. fancy white, 104a10%; do. colored, 104c; do. fancy white, 104a10%; do. colored, 104c; do. small, 8.34a11c.; past skims, 4a8c.; full skims, 384c.

Eggs—Moderate, choice, steady; state and Pennsylvania, 19a22c.; ice house, 15a 64c.; western fresh, 17a19c.; do. per case \$2.25a, 425; limed, 164c. mittee in New York try, humor and mis- Maloney Oil and tion will be largely

BUSINESS AND

DR. G. EDGAR DEAN has removed to 619
Spruce street, Scranton, Fa. (Just opposite court-housesquare.)

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LEHIGH AND SUSQUEHANNA DIVISION Anthracite coal used exclusively, insuring cleanliness and comfort. TIME TABLE IN EFFECT MAY 20, 1804.

TIME TABLE IN SPIFECT MAY 29, 1891.

Trains leave Scranton for Pittston, WilkesParre, etc., at 8.29, 9.15, 11.39 a. m., 12.50, 2.03,
8.30, 5.00, 7.25, 11.05 p. m. Sundays, 9.00 a. m.,
1.00, 2.15, 7.10 p. m.

For Avlantic City, 8.20 a. m.

For New York, Newark and Elizabeth, 8.20
(express) a. m., 12.50 (express) with Buffet
parlor car), 3.30 (express) p. m. Sunday, 2.15
p. m. parlor car), 3.30 (express) p. m. Sunday, 2.15 p. m. For Mauch Chunk, Allentown, Bethlemen, Easton and Philadelphia, 3.30 a. m., 12.50, 3.30, 5.00 (except Philadelphia) p. m. Sunday, 2.15 p. m. For Long Branch, Ocean Grove, etc., at 8.70 a. m., 12.50 p. m. For Reading, Lebanon and Harrisburg, via Allentown, 8.30 a. m., 12.50, 5.00 p.m. Sunday, 2.15 p. m.

Allentown, 8.20 a. m., 12.00, 5.00, p.m. Sumay, 2.15 p. m.

For Pottsville, 8.20 a. m., 12.50 p. m.

Roturning, leave New York, foot of Liberty street, North river, at \$1.0 (express) a. m., 1.10, 1.30, 4.30 (express with Buffet parlor car) p. m. Sunday, 4.30 a. m.

Leave Philadelphia, Reading Terminal, 2.00 a. m., 2.00 and 4.30 p. m. Sunday, 8.27 a. m.

Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at the station.

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> MEN AND WOMEN CNDER THE DIRECTION OF GUSTAVE FROHMAN

INTERPRETED BY A FIRST-CLASS COMPANY Sale of Seats will open at the box office Wednesday, Oct. 10, at 9 a. m.

ACADEMY OF MUSIC ONE NIGHT ONLY, MONDAY, OCT. 15.

Au ustus Pitou's Grand Scenic Drama, THE POWER OF THE PRESS A story of fine Dramatic worth, A com-

pany of acknowledged ability.
The Athletic Club,
The Ship Yard,
The Dock Scene.
The Dock Scene.
The Ship Mary Vale.
The Warden's Office,
and other
Pealistic Scene. 5 ACTS 11 SCENES 30 EOPLE GRAND SCENERY Realistic Scenes.

150 ni hts in New York City. Sale of Seat Opens Friday, Oct. 12.

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5th Consecutive Season ELMER E. VANCE'S Original Railroad Comedy Drama, THE

> LIMITED MAIL

Up to date with the wonderful BEATRICE. Crowded with Exciting Incidents. Overflow-ing with Surprises Bristling over with Mer-riment. The Flight of the "Limited Mail." The Thrilling Wreck Scene. The Awe Inspir-ing El ctrical Effects. The Saw Mill Scene. Sale of seats opens Saturday, Oct. 13.

MAY 13, 1894

Train leaves Scranton for Philadelphia and New York via. D. & H. R. R. at 7,45 a.m., 12,95, 2,88 and 11,38 p. m. via. D., L. & W. R. R., 6,00, 8,08,11,20 a. m., and 1,30 p. m.

Leave Scranton for Pittston and Wilkes-Barre via D., L. & W. R. R., 6,00, 8,08,11,20 a. m., 130, 3,50, 6,07, 8,30 p. m.

Leave Scranton for White Haven, Hasleton, Pottsville and all points on the Beaver Meadow and Pottaville branches, via E. & W. V., 6,49 a.m., via D. & H. R. R. at 7,45 a.m., 12,05, 2,38, a. 0 p.m., via D. & H. R. R. at 7,45 a.m., 12,05, 2,38, a. 0 p.m., via D. & H. R. R. at 7,45 a.m., 12,05, 2,33, ll. 39 p.m.

Leave Scranton for Bethlehem, Easton, Reading, Harrisburg and all intermediate points via D. & H. R. R. 7,45 a.m., 12,05, 2,33, ll. 39 p.m., via D. L. & W. R. R., 6,00,5,08, ll. 20 a. m., 12,05, 2,33, ll. 39 p.m., via D. L. & W. R. R., 8,05 a.m., 12,05 p.m., via D. L. & W. R. R., 8,05 a.m., 12,05 p.m., via D. L. & W. R. R., 8,05 a.m., 12,05 p.m., via D. L. & W. R. R., 8,05 a.m., 12,05 p.m., via D. & H. R. R., 8,55 a.m., 12,05, 2,12,11.83 p.m., via D. & H. R. R., 8,55 a.m., 12,05, 2,12,11.83 p.m., via D. & H. R. R., 8,55 a.m., via D. M. agara Falls, Detroit, Chicago and all points west via D. & H. R. R., 8,55 a.m., 12,05, 2,12,11.83 p.m., via D. & L. & W. R. R., and Pittston Junction, 8,08 a.m., 13,0 s.59 p.m., via E. & W. R. R., 8,21 p.m.

For Elmira and the west via Salamance, via D. & H. R. R. 8,45 a.m., 12,05,6,15 p.m., via D. L. & W. R. R., 8,98 a.m., 130 and 6,07 p.m.

Pullman parlor and sleeping or i. V. chair cars on all trains between I. & B. Junction or Wilkes-Barre and New York, Philadelphia, Buffalo and Sawpension Bridges.

ROLLIN H. WILBUR, Gen. Supt. CHAS, S. LEE, Gen. Pass. Ag't, Phila. Pa. A. W. NONNEMACHER. Ass't Gen. Pass. Ag't, Phila. Pa. A. W. NONNEMACHER. Ass't Gen. Pass. Ag't, Phila. Pa. A. W. NONNEMACHER. Ass't Gen. Pass. Ag't, Phila. Pa. A. W. NONNEMACHER. Ass't Gen. Pass. Ag't, Phila. Pa. A. W. NONNEMACHER. Ass't Gen. Pass. Ag't, Phila. Pa. A. W. NONNEMACHER. Ass't Gen. Pass.

DELAWARE, LACKAWANNA AND WESTERN BAILBOAD.

Trains leave Scranton as follows: Express for New York and all points East 1.40, 2.50, 5.10, 8.00 and 9.50 a.m.; 12.55 and 3.50 p. m.

Express for Easton, Trenton, Philadelphia Express for Easton, Trenton, Philadelphia and the South, 515, 8.00 and 9.55 a. m.; 12.55

and the South, alts, and and 9.51 a.m.; 12.58 and 3.50 p. m.

Washington and way stations, 3.55 p. m.

Tobyhanna accommodation, 6.10 p. m.

Expr ss for Binghamton, Oswego, Elmira, Corning, Bath, Dansville, Mount Morris and Buffalo, 12.10, 2.15 a.m. and 1.24 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest.

Baib accommodation, 2 a. m.

Nicoolson accommodation, 12.37 p. m.

Nicoolson accommodation, at 4 p. m. and 6.10 p. m.

Binghamton and Elmira, France, and and Binghamton and Elmira, France, and Binghamton and Elmira, Binghamton and Binghamton, and Binghamton, and Binghamton and Binghamton, and Bingh

6.10 p. m. Binghamton and Elmira Express, 6.05 p. m. Express for Cortland, Syracuse, Oswego, Utica and Richfield Springs, 2.15 a. m. and 1.28

Utics and Richfield Springs, 2.15 a. m. and 1.25 p. m.
ithaca, 2.15 and Bath 9a. m. and 1.24 p. m.
For Northumberland, Pittston, Wilkes-Barre, Plymouth, Bloomsburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimore, Washington and the South.
Northumberland and intermediate stations, 6.00, 245 a. m. and 1.30 and 6.07 p. m.
Nanticoke and intermediate stations, 8.08 and 11.30 a. m. Plymouth and intermediats stations, 3.50 and 8.57 p. m.
Pullman parlor and sleeping coaches on all express trains.
For detailed information, pocket time tables, etc., apply to M. L. Smith, city ticket office, 325 Lackawannaavenue, or depot ticket office.

ERIE AND WYOMING VALLEY RAIL
Trains leave Scranton for New York and intermediate points on the Erie railroad at 6.35
m. and 3.24 p. m. Also for Honesdale, Hawley and local points at 6.35, 9.45 a.m., and 3.24 p.m.
All the above are through trains to and from H. nesdale.
An additional train leaves Scranton for Lake Ariel at 5.10 p.m. and arrives at Scranton for on the Lake at 7.45 p.m.
Trains leave for Wilkes-Barre at 6.40 a. m. and 3.41 p. m.



In Effect Sept. 16th, 1894.

North Bound. South Bound. | P M | Arrive Leave | A M P M | P M | Arrive Leave | A M P M | P M | Arrive Leave | A M P M | Arrive Leave | Arrive Leave | Arrive Leave | Arrive | Arrive Leave | Arrive | | Mechawken | Mech | No. | No.

All trains run daily except Sunday. f. signifies that trains stop on signal for passengers.

Secure rates via Ontario & Western before purchasing tickets and save money. Day and Night Express to the West.

J. C. Anderson, Gen. Pass. Agt.

T. Fliteroft, Div. Pass. Agt., Scranton, Pa.

Ladies Who Value A refined complexion must use Pozzoni's Pow-der. It produces a soft and beautiful skin. AMUSEMENTS.

THE FROTHINGHAM SATURDAY MATINEE AND HIGHT, OCT. 13, QUEEN

COMEDIES

Mr. Gustave Frohman.

400 NIGHTS IN LONDON 100 NIGHTS IN NEW YORK

FUN, LAUGHTER, MERRIMENT.

Sale of Seats Thursday morning. Regular Prices.

BLAUVELT CONCERT

AT THE FROTHINGHAM

MONDAY EVENING, OCTOBER 15

For the Benefit of the

St. Luke's Kindergarten

MRS. H. J. ANDERSON MRS. W. T. SMITH, MRS. CHARLES M'MULLEN, MRS. E. S. MOFFAT,

MRS. H. W. KINGSBURY, MRS. N. G. ROBERTSON, MRS. W. M. DICKSON, MRS. G. M. HALLSTEAD, MRS. L. S. OAKFORD, MISS JERMYN and

MISS SUSAN JERMYN.

THURSDAY, FRIDAY, SATURDAY, The Beautiful Irish Comedy.

ADMISSION, 10, 20 OR 30 CENTS Two Performances Daily at 2 30 and 8.15 p.m.

NEXTWEEK: Monday, Tuesday and Wednesday, "Enemies for Life;" Thursday, Friday and Saturday, Vivian De Monto Superb Vaudeville Co.

CONRAD

Sells a Close Roll

Umbrella

With Steel Rod Servia Silk,

\$2.25

AYLESWORTH'S Meat Market The Finest in the City.

The latest improved furnishings and apparatus for keeping meat, butter and eggs. 223 Wyoming Ave.

Hotel Waverly

E Cor 15th and Filbert Sts., Philada.

Most desirable for residents of N.E. Penn's sylvania. All conveniences for travelers to and from Broad Street station and the Twelfth and Market Street station. Desirable for visiting Sorantonians and people in the Anthracite Region. T. J. VICTORY,

DELAWARE AND HUD-



DELAWARE AND HUDSON RAILROAD.
Commencing Monday, July
30, all trains will arrive and
depart from the new Lackawanna avenue station as
follows:
Trains will leave Scranton station for Carbondals
and intermediate points as
2.30, 5.45, 7.00, 8.25 and 10.10
a.m., 12.00, 2.20, 3.55, 5.16, 6.15, 7.25, 9.10 and
II.30 p.m.
For Parview, Waymart and Honesdale at
7.00, 8.25 and 10.10 a.m., 12.00, 2.20 and 3.15 p.m.
For Albany, Saratogs, the Adirondacks and
Montreal at 5.45 a.m. and 2.20 p.m.
For Wilkes-Barre and intermediate points
at 7.45, 8.45, 9.28 and 10.45 a.m., 12.06, 1,20, 2.38,
6.00, 5.10, 6.05, 9.15 and 11.38 p.m.
Trains will arrive at Scranton Station from
Carbondale and intermediate points at 7.40,
5.40, 2.81 and 10.40 a.m., 12.00, 1.17, 2.34, 3.40,
6.54, 5.55, 7.45, 9.11 and 11.38 p.m.
From Monsedale, Waymart and Farview at
6.34 a.m., 12.00, 1.17, 3.40, 5.55 and 7.45 p.m.
From Monsedale, Waymart and Farview at
6.34 a.m., 12.00, 1.17, 3.40, 5.55 and 7.45 p.m.
From Monsedale, Waymart and Farview at
6.34 a.m., 12.00, 1.17, 3.40, 5.55 and 7.45 p.m.
From Monsedale, Waymart and Farview at
6.35 a.m., 12.00, 1.17, 3.40, 5.55 and 7.45 p.m.
From Monsedale, Waymart and Farview at
6.35 a.m., 12.00, 6.05 and 1.65 a.m., 1.16, 2.14, 2.34,
8.30, 6.08, 7.20, 9.03 and 11.16 p.m.